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**Number SO-04-06**

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## **Special Safety Alert for FAR Part 139 Airports**

**To:** All Airport Operators and ARFF Departments at 139 Airports

**From:** Linda Berkowitz, Team Leader, Airport Certification and Safety

**Re:** Vehicle Deviations

There have been two ARFF vehicles involved in vehicle deviations at two different airports this week. Since October 2003, there have been 19 separate incidents and we are concerned about the increasing numbers of incidents between vehicles and aircraft. Fortunately, none of these incidents led to an accident, but we have come too close too many times. We all must do whatever we can to prevent runway incursions.

One problem that has been identified in several recent incidents has been miscommunications between airport vehicles and the air traffic control tower. In several incidents, either the communications were misunderstood or one party failed to hear what the other said. Always ensure that you know what the ATCT has directed and always ensure that the ATCT understands where you are and what you want. When operating on the airport, the ultimate responsibility is yours. Make sure your communications are clear and completely understood.

To help you, here are a few additional helpful hints:

- Know your airport. If you are not sure where to go or how to get to another location, ask for progressive instructions from the controller.
- Always check you radio to make sure it works properly before entering the movement area.
- Always "read back" hold short instructions.
- If you don't understand the communication from the tower, ask them to repeat it.
- If you are not sure what the controller said, verify it with them.
- As pilots say, "keep your head on a swivel." Be aware of your surroundings and watch for aircraft. Listening to other radio transmissions will help you maintain situational awareness.
- Before driving, review the airport's rules and regulations for driving on the movement area.

We encourage you to bring this to the attention of your staff **today**. Everyone should be reminded to pay special attention while driving on movement areas. A simple reminder could prevent a disastrous event at your airport.

If you have any questions, need assistance or Runway Safety materials, etc., please feel free to call your Airport Certification Safety Inspector. Thank you!

Issued 07/19/2004

Number SO-04-10

## **SAFETY ALERT!**

### **Safety Stand-Down to Prevent Vehicle/Pedestrian Deviations**

Your Assistance is Requested

#### **To all FAR Part 139 airports:**

A major goal of the Federal Aviation Administration is to increase runway safety by reducing runway incursions. This is a realistic goal to achieve, but requires everyone: pilots, controllers, and airport operators, to do their part. For fiscal year 2004, runway incursions, caused by vehicles and pedestrians, have not decreased and we need to immediately raise this awareness throughout the aviation community. Educating pilots, controllers, and airport operators about the importance of runway safety is one of the best ways to reach our goal.

Nationally, year to date, there have been a total of **forty-seven** runway incursions caused by a Vehicle/Pedestrian Deviation (V/PD). **Eleven** of these have occurred in the Southern Region. Additionally **eighteen** surface incidents, caused by V/PDs, have occurred in the Southern Region. These numbers are up from last year. We **CAN** stop the trend if everyone does his or her part.

In response to these events, we are encouraging you to implement a "Safety Stand-Down" at your airport. We define a "Safety Stand-Down" as follows: provide a review of your training program to all personnel who have driving privileges and access to the movement area. **The briefing should include the following:**

- Discuss the definition of a runway incursion and stress the importance of preventing a runway incursion.
- Review the Airport rules and regulations regarding driving on the movement area.
- Review the consequences of non-compliance with the rules and regulations.
- Review airfield geometry including taxiways, runways, access points, and aprons.
- Discuss any potential runway incursion high alert areas or confusing areas on the airfield.
- Review airfield markings, signs and lighting. Particularly hold short positions.
- Discuss procedures for tug drivers, contractors, and emergency operations personnel (fire trucks, etc.).
- Review verbal communication and phraseology – Emphasizing the importance of "Read Back" instructions.
- Discuss potential problems such as call sign misinterpretation.

- Stress the importance of preventing runway incursions.
- Ask for everyone's assistance in enhancing airfield safety and preventing runway incursions.

Please implement this "Safety Stand-Down" as soon as possible and confirm your progress within thirty days from the receipt of this Safety Alert. At that time, we would like to know how many drivers have received your review and how many have not. We understand this may be a large undertaking but it is a very serious matter and we are asking you to comply with this request. Attached is a list of the incidents that have occurred so far this year. Take the time to read them and consider using them as part of the review.

We recognize that some airports have not had any runway incursions, caused by V/PDs and we congratulate you for this, but we cannot anticipate when an incident may occur. We believe it is important to talk "Runway Safety" on a regular basis so that it is always fresh on everyone's mind. All airports should immediately implement this Safety Stand-Down. Please contact your Airport Certification and Safety Inspector if you have any questions.

Thank you for your cooperation in ensuring we provide the safest, most efficient and responsive aviation system in the world.

Your Airport Certification Safety Team

Attachment

# **SOUTHERN REGION**

## **VEHICLE/PEDESTRIAN DEVIATION**

### **Actual Incidents**

**1. A tug, with an aircraft under tow, was holding short of Runway 9L, as instructed by Ground Control. Ground control then instructed the tug to cross Runway 9L and hold short Runway 8. The tug acknowledged but crossed Runway 8. A Piper PA28 was on a ½ mile final and was sent around. The driver had worked at the airport for approximately 8 years.**

**2. A dog escaped from a kennel, while in custody of ramp personnel, and ran towards Runway 36L. Three ramp personnel, on two tugs, chased the dog across the taxiway and onto an active runway. Air Traffic closed the runway and diverted traffic. They apprehended the dog, but were soon apprehended by Airport Ops. All three employees knew they were not permitted on the movement areas, but thought it was important to catch the dog.**

**3. An Air National Guard rescue vehicle was in contact with Air Traffic Control (ATC), escorting two maintenance vehicles on the movement area. The vehicles were traveling from the National Guard building to the West runway to connect a runway barrier cable for an F-16 aircraft. In the process, the escort vehicle was instructed by ATC to hold short of Rwy 35R. The driver read-back the hold-short instruction properly, but proceeded across Rwy 35R with the two vehicles following. Further investigation revealed that the driver became confused, assuming that the hold-short instruction was for the parallel runway, 35L, instead of Runway 35R.**

**4. Early one afternoon two vehicles arrived at the vehicle gate of an FBO for entry onto the ramp, in preparation for a charter flight. After loading the aircraft with passengers and cargo the vehicles departed the ramp area. The driver of one vehicle became disoriented and proceeded down Taxiway D and eventually crossed Runway 23. The vehicle was intercepted by Operations personnel and escorted from the field. Further investigation revealed that the FBO personnel failed to provide escort to the vehicle as required by airport regulations. Also, it was determined that the signage for the ramp area that was in place to keep vehicles from entering the movement area was confusing.**

## Southern Region Vehicle/Pedestrian Deviations 10/1/04 – 7/16/04

The following are Air Traffic Controller preliminary descriptions of incidents.

10/8/2003                      10/08/2003, tug 3 was cleared to cross RWY 8L and hold short of RWY 8R at TWY "C" tug 3 read back clearance and acknowledged hold short of 8R. Aircraft was cleared for takeoff on RWY 8R. At 2334Z AMASS alerted occupied RWY 8R. The ground north controller called tug 3 and restated the hold short of RWY 8R. At the same time, LCL-3 controller cancelled takeoff clearance for aircraft, but the AC did not respond and both ground north controller and the local controller observed tug 3 backing inside the hold short line at 8R and Charlie. Aircraft departed without further incident.

10/15/03                      A vehicle was seen driving on Twy C northwest bound to Twy G northbound to Twy A eastbound to spot 6, where the vehicle exited the Twy onto the ramp area at the FBO.

10/21/03                      Airport was preparing for the Grand Prix race and vehicles were moving around on the closed taxiways. An unescorted 18 wheeler truck that was delivering cement barriers for the race got lost on the airport and crossed an active runway while a Cessna 152 was on short final, cleared for a touch and go landing. The aircraft was sent around and collision was avoided.

10/22/03                      While preparing for the Grand Prix race, the north taxiway was closed and vehicles and personnel were moving all around. The Airport Authority had vehicles in place with radios to control the operation. A Cessna 172 was cleared for take-off on Rwy 09 as a truck entered the runway at midfield from the North side. The local controller saw the truck and told the aircraft to abort take-off. The pilot rotated the aircraft, clearing it by only 150-200 feet. The midfield intersection is 2050 feet from the approach end of Rwy 09 and the Cessna rotated about 1000 feet from the approach end.

10/27/2003                      See previous two entries. An 18 wheeler truck was observed by the local ATC crossing the active runway from a taxiway to the terminal area. Nobody was escorting the truck and the Airport Authority responded after the tower called them. No aircraft were involved.

10/30/03                      See previous three entries. An Airport Authority vehicle crossed the approach end of Rwy 09 without any ATC communication. The vehicle crossed behind a departing Beachcraft aircraft. The vehicle then proceeded down the North taxiway to the closed portion of the taxiway. No aircraft were on final.

11/02/03                      A private vehicle entered FBO ramp to offload for a flight. After offloading, the vehicle departed and became disoriented. Vehicle entered Twy D and crossed the approach end of Twy 23. Driver realized her mistake and returned to ramp before being intercepted by Apt Opns. FBO failed to escort vehicle as required by Apt regs. Subsequently, the airport altered policy restricting ramp areas to vehicles operated by airport trained personnel and altered the signs adjacent to ramp areas to make them more understandable.

11/07/03	Ground Control observed a dark colored vehicle on Twy G between Rwy 31 appch end and Twy C southbound. The vehicle crossed the appch end of Rwy 31 and proceeded onto the FBO Ramp. No contact with tower.
11/11/2003	Two pedestrians were seen attempting to cross the runway to the North side. The Airport Authority caught the individuals 20 feet past the hold-short line, before they crossed the runway. They were two US Coast Guard personnel that were looking for an Emergency Locator Transmitter.
11/13/2003	A U.S. Customs agent in a vehicle entered the airport through the FBO ramp, drove across the ramp and entered Twy A without any radio communication or clearance. They proceeded southbound on Twy A to Twy C and pulled sideways on Twy C to block a Super King Air from proceeding. The aircraft returned to the ramp with the vehicle following it.
11/14/03	A pedestrian crossed in front of an A300 while it was taxiing on Twy H, then went into the tree line next to Rwy 10. The police soon apprehended the pedestrian.
11/15/03	A vehicle drove onto Twy N without clearance. No aircraft involved.
11/24/03	U.S. Customs and Police Vehicles entered the airfield without authorization. They encroached the South taxiway on the way to a U.S. Customs helicopter. The vehicles were without escort and radio communication. No aircraft were involved and the vehicles were escorted off the airfield by the Airport Authority.
11/24/03	A fuel truck crossed active runway 09 while an aircraft was on its departure roll. The fuel truck was instructed to hold-short by ATC. No evasive action needed by the pilot.
11/24/03	Non-pilot (mechanic) taxi of aircraft resulted in unauthorized crossing of Rwy 34. An aircraft was on its departure roll and completed the take-off with 1000' horizontal separation.
12/13/03	Air Carrier aircraft landed Rwy 10, exiting at Twy H9. They reported a pedestrian on the north shoulder of Twy H. The Airport Authority responded and apprehended the pedestrian who was now crossing the runway.
1/15/2004	A white Ford van was observed entering TWY A from the East of the term bldg. The van passed near a C150 inbound to the GA Ramp. The van continued around the air carrier ramp and parked near the term. Public Safety was contacted and driver apprehended.
1/31/2004	A fire truck crossed Rwy 18R without authorization. Separation was lost with a B727 that was cleared for take-off and beginning to roll. Closest proximity 7,000' lateral.
2/3/2004	An airport vehicle was performing the evening lighting inspection of the airport and was instructed to hold-short of Rwy 24. The airport vehicle acknowledged but crossed the runway as a Cessna 310 was taking-off Rwy 24. Loss of separation with closest proximity 100' vertical and 800' horizontal.

2/3/2004	A private vehicle accessed Twy B and H and crossed Rwy 34 before being stopped on the ramp by airport security.
2/29/2004	Two pedestrians were observed by the ATCT in the grass area between Twy B and the approach end of Rwy 32. The Airport Authority was notified and the individuals were intercepted on Twy C, after they crossed the runway overrun. No aircraft involved.
3/2/2004	A tug, with an aircraft under tow, crossed Rwy 9L and Rwy 8 without authorization while a King Air was on a 1/2 mile final. No loss of separation reported.
3/8/2004	On March 8, 2004 at 1438 local time, two pedestrians were observed walking across RWY 32 at TWY "E" and proceeded to the FBO located below the ATCT. No aircraft involved, no loss of separation. Airport police apprehended the subjects, later determined to be U.S. Navy personnel. Their SH-60 aircraft was parked at the remote ramp, their passenger was on the other side of the field, they walked across to contact him.
3/12/2004	A vehicle entered Rwy 34 at Twy C when an aircraft was on a 1/4 mile final to the runway. The aircraft was issued a "go-around" instruction by ATC and complied.
3/16/2004	2 tugs crossed Rwy 36L while chasing a dog that escaped from a crate in the "D" concourse. No aircraft involved.
3/27/2004	A pedestrian on a bicycle was reported on Runway 23
3/31/2004	Rescue vehicle requested clearance to RWY 35L Barrier Area, was told to proceed and Hold short of RWY 35R, Driver read back the holding instructions. Vehicle crossed RWY 35R without Authorization.
4/13/2004	ATCT personnel observed a U.S. Postal vehicle on Taxiway J, heading westbound, without authorization. The vehicle crossed Rwy 36R and 36L, causing an Airbus 320 on 1 1/2 mile final to Rwy 36L to go around. Another aircraft was side-stepped to Rwy 36R. The vehicle turned around and crossed 36L again where it was apprehended.
4/16/2004	An airport operations vehicle was conducting an airfield inspection. ATC instructed to hold-short of Rwy 17. The vehicle informed that the runway was closed and proceeded down the runway. A CRJ was on a 1 1/2 mile final and was instructed to go-around by ATC.
4/16/2004	An airport operations vehicle was conducting an airfield inspection. The vehicle was given permission to proceed on all taxiways South of Rwy 26 and East of Rwy 17. The vehicle drove onto Twy B without authorization.
4/23/2004	A pedestrian climbed the fence on the South side of the airport, headed towards the terminal building. They crossed Rwy 27L and 27R and several taxiways before being apprehended by airport police.
4/25/2004	An aircraft saw 3 pedestrians crossing the south end of Rwy 18, from East to West. The Air Traffic Controllers also saw the individuals and contacted airport operations. Airport police responded and the three pedestrians were apprehended.

5/5/2004	Vehicle owned by fence company entered Twy Hotel without ATCT clearance in the vicinity of hangar #28 and proceeded southwest on Hotel to the FBO. There were no aircraft involved and no loss of separation.
5/11/2004	B-717 notified ATCT of a pedestrian was walking near runway 9R near TWY M2. The pedestrian was apprehended. A white van exited the South ramp, without ATC communication, and crossed Rwy 6/24 and 1/19 to the West ramp. The van turned around and went back onto Rwy 19, turned around again, and went back to the West ramp. No aircraft involved.
6/8/2004	A Maintenance 737 was being towed and was instructed to hold short of Twy C on Twy B. The 737 crossed Rwy 8R on Twy C without authorization. No aircraft were involved.
6/8/2004	Airline maintenance vehicle requested permission to drive to the military side of the airport to pick up a piece of equipment. He was issued clearance to taxi to the approach end of RW 03 and to hold short of RW 03. His intent was to meet a contractor from the military side of the airport to pick up a piece of equipment. The contractor (in a ford courier truck) crossed RW 3 at the approach end and met the airline maintenance vehicle on the other side. No loss of separation occurred. The driver of the vehicle called with his name and phone number.
6/10/2004	A vehicle was escorting another non-radio vehicle crossed TW U without a clearance from ground control to the receive site located west of TW U. No aircraft were involved at any time.
6/14/2004	Tug with aircraft crossed RWY 8L without clearance. Aircraft was issued a go around.
6/12/2004	Crash fire rescue vehicle crossed rwy 9L without clearance. Separation lost with a C-152. Closest proximity was 2000 feet horizontal.
6/12/2004	Police vehicle entered Twy L without clearance. No aircraft involved.
6/30/04	A White Vehicle entered Twy N2 at the FBO ramp without authorization. Maintenance B-717 was repositioning with a mechanic at the controls and was given hold short RWY 28L instructions from ATCT. At the same time a regular flight, call sign was cleared to taxi to RWY 28L. Another aircraft was cleared for take off from 28L. The Maintenance B-717 then crossed RWY 28L at TWY "H" without clearance. Closest proximity 7,300' horizontal.
7/6/04	Airport mower moved onto TWY "C10" as local controller directed aircraft to exit RWY 36R onto "C -10"



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## **Spring Is In The Air**

### **To All FAR Part 139 Airports – Attention: Airfield Operations Department**

**Construction:** Springtime is coming and that usually means airport construction. As a result of the October 31, 2000 crash of Singapore Airlines at Taiwan, there is heightened awareness concerning the impact of construction activity on airports and safe aircraft operations. In that accident, the B-747 pilot hit construction equipment while attempting to take off on a closed runway, killing 82 people.



Construction activity adjacent to movement areas disrupts normal taxi routes and can contribute to pilot deviations and accidents. Closed runways and taxiways can easily cause pilot and vehicle driver confusion if barricades are not adequate and/or guidance signs or lighting provides misleading or contrary information. Airport operators must not only keep aircraft safely out of construction areas but they must also ensure that construction vehicles and equipment remain clear of unauthorized movement areas. For guidance, refer to Advisory Circular, 150/5370-2, “Operational Safety on Airports During Construction”.

**Air Shows:** Springtime is a wonderful time for Air Shows. Did you know that you must prepare a Vehicle Operations Plan before the Flight Standards District Office will issue a waiver? For information about preparing a Vehicle Operations Plan go to:

<http://www.faa.gov/arp/aso/safe-cert/index.cfm?nav=safe>. Select Air Shows.

**Vehicle/Pedestrian Deviations/Incursions:** You are all doing a great job of preventing runway incursions. For this, I congratulate you. However, you must keep up the good work. Since spring is in the air, there is more construction, air shows, etc. That usually means more vehicles and pedestrians on the airfield. We would like to offer the following recommendations:

- Are construction NOTAMs delivered to all tenants?
- Is the airport diagram correct?
- Review the Airport rules and regulations regarding driving on the movement area. Are any changes or enhancements needed?
- Review new potential runway incursion high alert areas or confusing areas on the airfield. Has anything changed? Meet with tower personnel and discuss with tenants.
- Hold regular monthly safety meetings to discuss these issues and to get input from the users.
- Review procedures for tug drivers, contractors, and emergency operations' personnel (fire trucks, etc.).
- Always ask for everyone's assistance in enhancing airfield safety and preventing runway incursions. Spread the word!

If you have any questions or need additional information, call your certification safety inspector.

**Your Airport Certification and Safety Team.**